

2. Site Conditions



The Sites

This section provides an overview of the three specific sites being considered in the North Lake Union Master Plan. Sites are treated individually as each has unique conditions and features. Basic site information is provided for 1.) the Upland Parcel, 2.) the Waterfront Parcel and 3.) the Stone Way Pier.



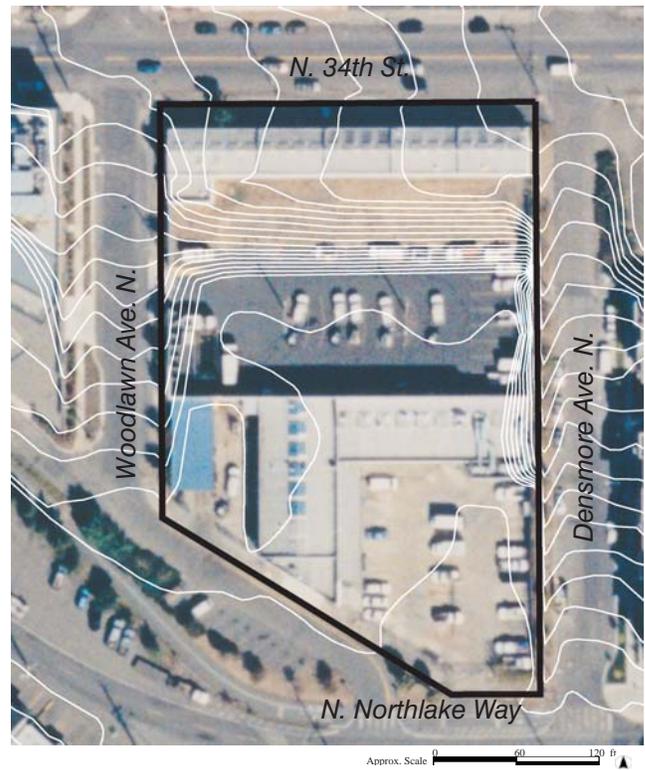
Aerial View: Upland and Waterfront Parcels

Site	Owner	Size	Location
Upland Parcel	King County Metro Transit	72,893 sf (1.67 Acres)	Bounded by: N. 34th St. to the north; Woodlawn Ave. to the west; Densmore Ave. to the east; N. Northlake Way to the south.
Waterfront Parcel	King County Metro Transit	56,498 sf (1.29 Acres)	Bounded by: N. Northlake Pl. to the north; public waterway 20 to the east; privately owned parcels and docks to the west; Lake Union to the south.
Stone Way Pier	King County (Financial Investment Property)	26,869 sf (.62 Acres)	Bounded by: N. Northlake Way to the North; public waterway 22 to the east; privately owned parcels and docks to the west; Lake Union to the south.

Upland Parcel

Natural Features

- Significantly sloped from the north to the south
- Northeast corner elevation of roughly 56',
- Southeast corner elevation roughly 20'
- 36' total grade change
- Steep embankments stretching across middle of site below building A
- Steep embankments along streetedge of Woodlawn Ave. N., and Densmore Ave. N.
- Embankments artificially created by cut
- No significant vegetation or other natural features on site



Natural Features

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Infrastructure

- *Water:* Adjacent water lines in Woodlawn Ave. , Densmore Ave., and N. 34th St.
- *Electrical Service:* Adjacent Seattle City Light Lines in N. 34th St., Densmore Ave., and connection to site from N. Northlake Way at the southwest
- *Storm / Sewer Drainage:* Combined sewer / storm drainage main lines in N. 34th St., and in N. Northlake Way



Infrastructure

Upland Parcel

Existing Structures

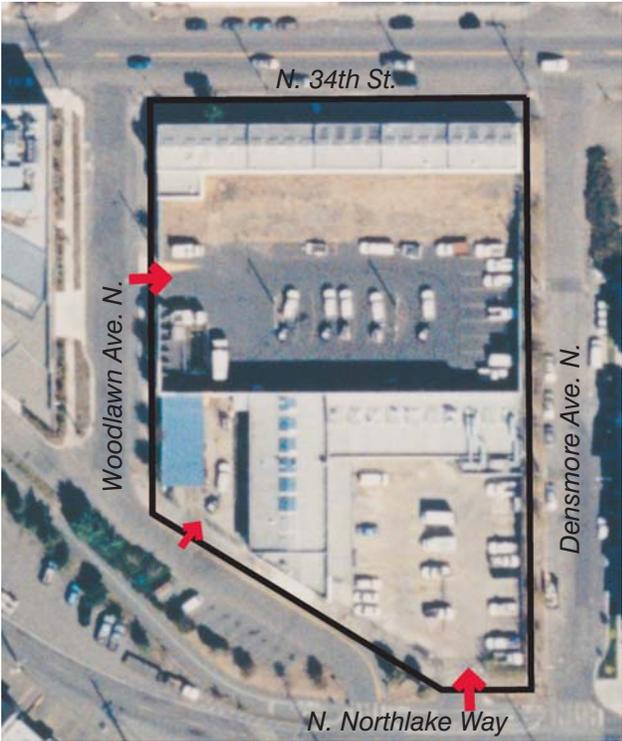


Approx. Scale 0 60 120 ft

Existing Structures

- Three structures totaling roughly 19,000 Gross Floor Area on site
- Building A: One-story garage structure fronting on N. 34th St. Masonry. Originally constructed 1920s.
- Building B: An accessory garage storage structure. Masonry. Originally constructed 1920s
- Building C: Primary building. An L-shaped one-story warehouse and office structure. Originally constructed 1920s

Site Access



Approx. Scale 0 60 120 ft

Site Access

- Vehicular site access at southeast edge of the site from N. Northlake Way
- Vehicular site access at east edge of site along Woodlawn Ave
- Secondary vehicular access point from N. Northlake Place at southwest edge of site to storage areas
- No clearly defined pedestrian access point, as bulk of entry to site is vehicular

Upland Parcel

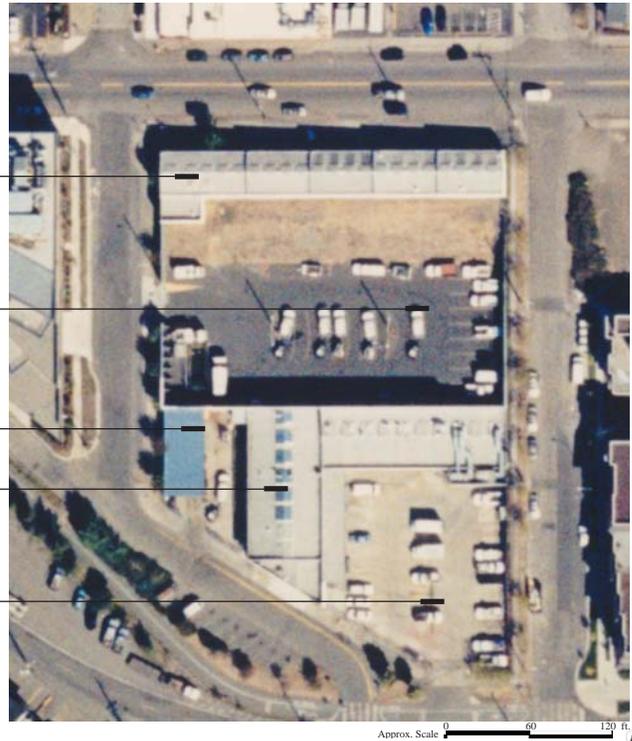
Current Functions: Upland Parcel

*Garage Building:
Currently used for
storage and work area.*

*Maintenance vehicle
and equipment storage
area.*

*Main Building: Admin.,
office, crew, and shop
spaces.*

*Maintenance vehicle
and equipment storage
area.*



Current Functions

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The Metro Facilities Maintenance, located on the upland parcel is responsible for the maintenance and repair of all Metro Transit properties and facilities as well as associative equipment throughout King County.

Maintenance duties based at North Lake Union Facilities Maintenance include:

- Bus zones and shelters – Cleaning, and maintenance;
- Park and Ride Lots – Cleaning, landscaping and maintenance;
- Driver comfort stations – Cleaning and maintenance;
- All metro bases and facilities landscaping; and
- Other transit buildings and structures – cleaning, landscaping and maintenance;

Upland Parcel



Current functions - Maintenance vehicle / equipment parking on the Upland parcel

The types of spaces and equipment needed to perform the full King County METRO functions are summarized below. These spaces / equipment are currently all located on the North Lake Union upland parcel.

Outdoor Support Areas

- Covered Engine Repair Burn / Weld area
- Loading docks
- Outdoor work area
- Dumpsters and waste storage

Parking and Equipment Storage Areas

- Pick up trucks (20)
- Garbage compactors (2)
- Sweeper vehicles (2)
- Landscaping trailers (9)
- Pressure wash trailers (9)
- Sanding / Snow Removal Vehicle (1)

Employees Based at Facilities Maintenance

- 36 day shift workers
- 18 graveyard shift workers

Admin., Crew, and Shop Areas

- Chief and Supervisor offices
- Conference and training rooms
- Lobby area
- Locker rooms
- Breakroom / Lunch room
- Mud room / Laundry room
- Carpentry shop / storage
- Landscaping shop / storage
- Sign shop / storage



Existing building frontage on N. 34th St.

Waterfront Parcel

Natural Features

- Significant portion of site is submerged. Roughly 30,550 sf. dry land and roughly 25,948 sf submerged area.
- Gently sloped from site's northeast border to the water's edge. Majority of slope is directly adjacent to water.
- Most of waterfront occupied by bulkheads and docks.
- Entire site encumbered by Shoreline Master Program policies and regulations. (See *Code & Regulatory Framework*.)



Natural Features

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Infrastructure

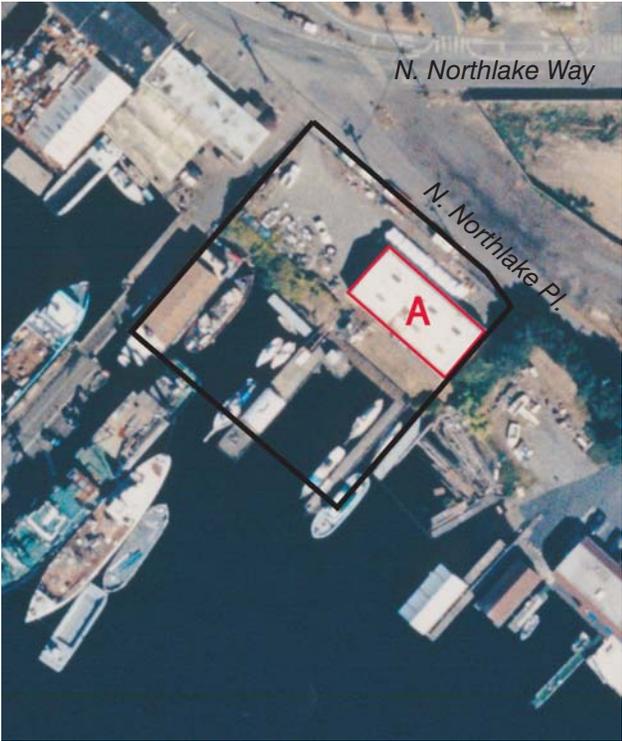
- *Water:* Nearest water line extends south from Densmore Ave. through the Seattle-owned parcel.
- *Electrical Service:* Adjacent Seattle City Light line runs adjacent to the site along the north eastern edge.
- *Storm / Sewer Drainage:* Combined sewer / storm drainage main line runs along the site's northeastern edge in N. Northlake Place. An overflow outfall discharges to North Lake Union in the Waterway #20.



Infrastructure

Waterfront Parcel

Existing Structures



Existing Structures

- Building A: Only building structure on site. Warehouse / storage building. Wood frame. In poor condition. Originally constructed as early as the 1930s.
- Docks: Several dock structures extend from the site into Lake Union. Two smaller docks extend from the southern half of the site. The condition of these docks is reported to be fair to poor. No major upgrade to the docks has occurred during Metro tenure of the site.

Site Access



Site Access

- Primary vehicular site access is from the north west corner of the site from N. Northlake Place.
- By the Seattle Zoning Code Urban Maritime Overlay provision (see Chapter 4), public access must be provided to all sites under public ownership. No clearly demarcated public access way is provided at the current time.

Waterfront Parcel

Current Functions: Waterfront Site

Parking. Open work area, small boat repairs.

Storage for Metro Facilities Maintenance.

Docking of boats - Schooner Society.

Schooner Society small boat docking.



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Metro Functions

- The warehouse/storage building on the site's northeast corner is used for Metro Facilities Maintenance storage
- The site is surrounded by fencing
- Metro is responsible for upkeep of the site

Schooner Society Functions

- Schooner Society docks boats on piers extending from the site
- Schooner Society possesses several vessels listed on the National Historic Register, which are sometimes docked here
- Schooner Society performs limited boat repairs and maintenance on site
- Temporary tent structure at site's northeast corner houses Schooner Society activities
- At the time of this report the Schooner Society is not paying rent for use of the site

Upland & Waterfront Parcels

History



Waterfront parcel from the air showing adjacent maritime industrial uses

Chevron Corporation Use: Pre - 1982

Prior to 1982 the upland and waterfront parcels were used by the Chevron Corporation (formerly Standard Oil) as a petroleum pumping and storage station as early as 1925. Oil was pumped in from vessels on North Lake Union via the waterfront site for storage in tanks on the uplands, formerly located at the center of the site. From there trucks transported oil products to distribution locations. Structures on the upland site were constructed by Standard Oil in 1927 according to assessor's records.

Metro Transit Purchase

The Municipality of Metropolitan Seattle (Metro) purchased the upland site from the Chevron Corporation in 1982. Metro's intention was to buy diesel fuel for its bus operation in bulk and have secure, lower priced supply. During this time, Metro purchased and stockpiled diesel fuel, pumping and storing on site. The last of the stored diesel fuel was removed in 1992.

Conversion to Maintenance Facility

In 1992 Metro undertook site renovation efforts to convert the upland site to a maintenance facility. Renovation uncovered significant areas of petroleum contamination. In 1993 Metro conducted a Remedial Investigation / Feasibility (RI/FS) study, which began a lengthy cleanup effort. (See Environmental Cleanup.)

Maintenance Facility Operation

Beginning in 1993, Metro began using the uplands site for its route facilities maintenance operation. Fuel storage tanks were removed to make room for maintenance vehicles. Buildings were converted to storage, offices and other uses. These uses continue at the current time.

Upland & Waterfront Parcels

Environmental Cleanup Status

The majority of contamination at the sites is from the storage and handling of oil by Chevron (deeper soil and groundwater South Yard and part of the North Yard of Upland parcel). Chevron, operated the site as a bulk fuel storage facility and warehouse since as early as 1925. King County (Metro) purchased the site in 1982 and continued to use the site for bulk storage of petroleum based fuels until 1992. Shallow soil contamination at the site is primarily the result of sandblasting and painting by Metro Transit (North Yard).

Consent Decree for Site Cleanup

In 1999 Chevron and King County entered a consent decree with the Washington State Department of Ecology to provide remedial cleanup action for the sites. Cleanup can be divided into three general phases: 1.) Shallow soils removal 2.) Deeper soils and groundwater cleanup, and 3.) Compliance and monitoring. Cleanup is pursuant to Model Toxics Control Act Cleanup Regulations, chapter 173-340 WAC.

Shallow Soils Removal

In 1999 King County completed the removal of shallow soils contamination that was a result of Metro on-site activities. This included demolition and removal of the 'Tank Farm' portion of the site.

Deeper Soils and Groundwater Cleanup

Deeper soil contamination due to petroleum seepage required more extensive cleanup. More than 30 monitoring wells were installed on the upland and lowland sites to test for groundwater quality and contaminants ranging from benzene and toluene to hydrocarbons (PAHs) and dissolved arsenic and lead. (Figure pg. 17 shows location of groundwater wells). Where contaminants were found, cleanup measures were taken including:



Photo taken before completion of cleanup. Upland parcel in background

Hydrogen Peroxide Injection (1999-2001)

Injecting material in the soil to help 'break down' contaminants.

Enhanced Fluid Recovery (2001)

Vacuums contaminated groundwater material from the soil.

Biosurfing (2002 – 2003)

Injection of fluids to dilute contaminated groundwater pockets.

Cleanup of deeper soils and groundwater is now estimated to be 99% complete. As of April, 2004 only 6 wells continued to register low levels of contaminate (Separate Phase Hydrocarbon SPH). The location of these wells is on the south half of the upland site, and in public ROWs between the sites. Generally, these are areas where petroleum trucks had been fueled for many years.

Upland & Waterfront Parcels

Compliance Monitoring and Future Site Use

It is important to note that the study sites were cleaned to an industrial standard only. For other uses, such as residential use, additional cleanup may be required. Several options for future site use are possible with compliance monitoring.

Continued Use With Restrictive Covenants

Sites may continue to be used in an industrial capacity under current cleanup levels. Restrictive covenants would be placed on the property deed to ensure contaminants are not disturbed after property sale. Ongoing periodic monitoring would be required.

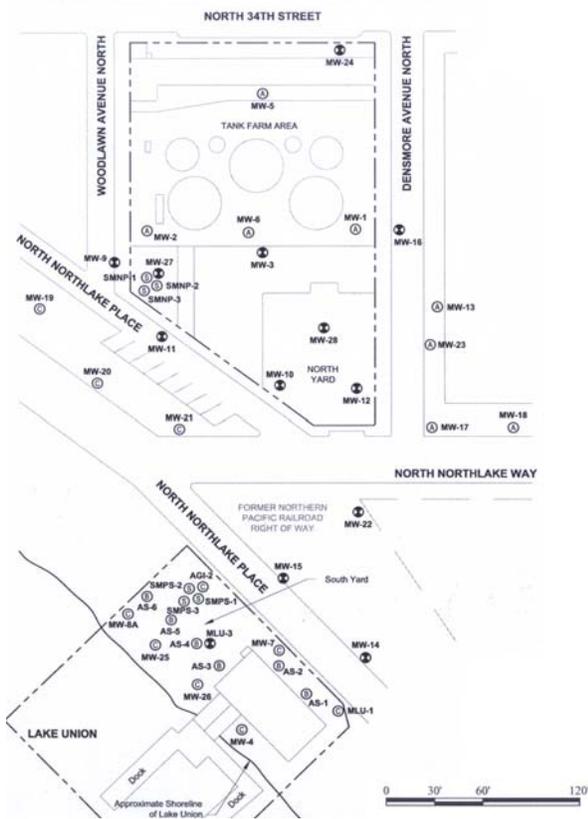
Non-Industrial Use With Surface Capping

Capping of the ground surface with structures or paving can allow for nonindustrial use of the sites. The upland site is currently adequately capped for nonindustrial uses. However, the soil and cap may not be disturbed. Restrictive covenants would be placed on the property deed, and periodic compliance monitoring would be required.

Excavation For Complete Cleanup

For uses that would require disruption of the surface (eg. Office building, or multi-family residential structure) excavation and removal of contaminated soil would be required. If samples from the excavation pit pass contamination tests, cleanup is declared complete where no further monitoring is required. Excavated soil contaminant must be properly disposed of or treated depending on severity of contaminant.

In any case, future use of the site whether by Metro or in the case of sale to another party must respect the terms and conditions of the original consent decree between Metro, Chevron, and the Department of Ecology.



LEGEND

- Groundwater Monitoring Well Location
- Abandoned Monitoring Well Location
- Biosparge Injection Well Location
- Compliance Monitoring Well Location
- SMP Location

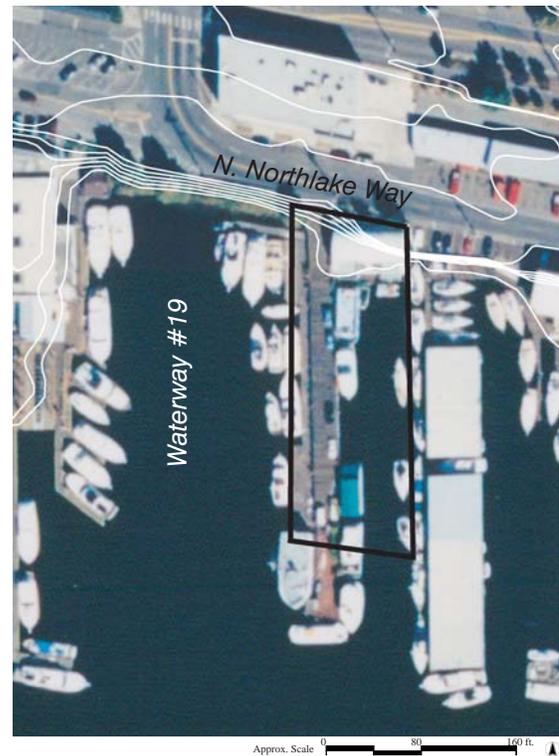
Locations of groundwater monitoring wells.

Source: First Quarter 2004 Groundwater Monitoring and Site Status Report. April 12, 2004. Prepared by Science Applications International Corporation (SAIC)

Stone Way Pier

Natural Features

- Significant portion of site is submerged. Roughly 5,600 sf dry land, and roughly 21,269 sf submerged area.
- Gently sloped from site's north border to the water's edge. Bulk of slope is directly adjacent to water.
- Naturally vegetated waterfront edge immediately west of the site in public waterway #19.
- Entire site encumbered by Shoreline Master Program policies and regulations. (See *Code & Regulatory Framework*.)



Natural Features

Infrastructure

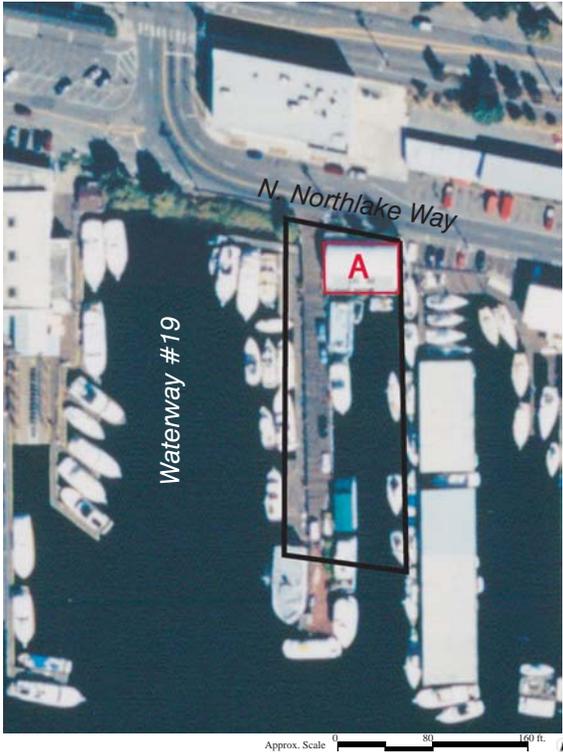
- *Water:* Water line extends immediately north of the site along N. Northlake Way.
- *Electrical Service:* Adjacent Seattle City Light line runs along the sites northern edge in N. Northlake Way.
- *Storm / Sewer Drainage:* A combined storm / sewer drainage main lines run along Stone Way, N. Northlake Place. A drainage line also runs through the site and discharges during storm events into North Lake Union within the submerged portion of the site. This outfall may contain stormwater drainage from the transfer station which is just one block north of the site.



Infrastructure

Stone Way Pier

Existing Structures



Existing Structures

- Building A: Only building structure on site. Woodframe retail and Marina building. In moderate condition. Commonly referred to as the “Quonset Hut”. Potentially holds some historic significance.
- Docks: One principal pier extends into North Lake Union. Pier has received significant private investment by tenant during the last decade. Pier is in good condition for heavy docking.

Site Access



Site Access

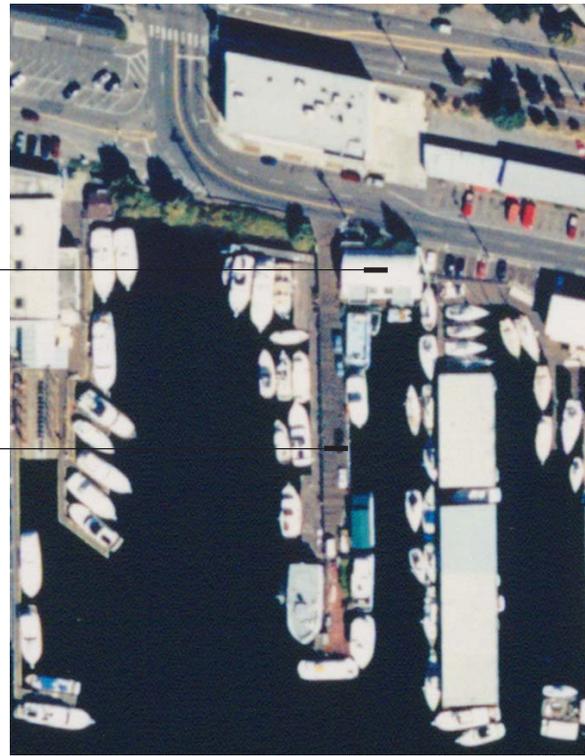
- Primary vehicular site access is from the northwest via N. Northlake Way.
- Parking Shortage: Currently there is no legal space for parking of vehicles. By code, vehicles may not park on a dock structure over water.

Stone Way Pier

Current Functions

Commercial convenience market, and marine related offices.

Privately operated marina-related business. Docking of recreational boats.



Approx. Scale 0 80 160 ft.

Stone Way Pier Lease

The Stone Way Pier is classified as a King County revenue property. It is leased to a private tenant for marina-related uses. The current lease arrangement extends until the year 2024. The pier tenant is responsible for pier upkeep and maintenance, and has invested significantly in the pier structure during the last several years.



Stone Way Pier

Stone Way Pier

Stone Way Pier History

The Stone Way Pier site was originally purchased by a local public agency, the precursor to the Port of Seattle, during the 1910's. The precursor to the Port of Seattle purchased the land with plans for a trans Lake Union ferry, which were never realized. The Port of Seattle, after its inception adopted ownership of the site, but did not have a strong use for it. At this time ownership was transferred to King County. Also notable about the Stone Way pier is that a bridge formerly extended from Stone Way to the current Westlake Avenue, before construction of the Fremont Bridge.



Stone Way Pier from the air with Stone Way extending to the north



Existing structure on Stone Way Pier site - shows limited uplands for parking or dropoff